

**WEST LAFAYETTE TRAFFIC COMMISSION**  
**WEST LAFAYETTE CITY BUILDING**  
**WEST LAFAYETTE, INDIANA**

**TIME:** 5:00 pm, Wednesday, October 18, 2006

**PLACE:** West Lafayette Board of Works Room

<b>PRESENT:</b>	Evan Apotheker	Carrie Ehresman
	Dave Buck	Bernadette Farris
	John Cox	Gil Satterly
	David Downey	John Walker

<b>VISITORS:</b>	Beth Cook	Jeromy Grenard
	Jane Eubank	Karen O'Farrell
	Jerome Goldman	Natalie Villwock
	Szevin Goldman	

Mr. Satterly called the meeting to order. Mr. Satterly determined that there was not a quorum, therefore the Commission could not vote on anything. The minutes from the August meeting were not approved.

**NEW BUSINESS:**

**06-15 Lauren Lakes Subdivision**

Mr. Buck brought to the Commission the plans submitted by the developer of Lauren Lakes Subdivision, Benjamin Crossing LLC. Lauren Lakes is being developed in the newly annexed area in the north part of the city. As part of the approval process with the Area Plan Commission, the layout for the subdivision is required to go before the West Lafayette Traffic Commission for comments. Mr. Buck also stated that the Lauren Lakes Subdivision is going to the Area Plan Commission meeting tonight (10/18/2006) to seek approval for rezoning the area from R1 to PDRS. Mr. Buck explained the road system designed through the subdivision and that for consistency one of the north-south roads is named Westmoreland Drive because it will connect to the Westmoreland Drive in the Arbor Chase subdivision when all development is complete. The Lauren Lakes proposed rezone will go to before the City Council in November.

**06-16 Stonebridge Subdivision**

Mr. Buck brought before the Commission the plans submitted by the developer of the Villas at Stonebridge. This condominium subdivision is for the active retired adult. The Villas at Stonebridge development is also going to the Area Plan Commission in the future to get rezoned from R1 to PDRS. All streets within the subdivision are proposed to be private streets and would not be receiving city services. The streets are planned to be slightly narrower than a normal city street. The developer has requested the city accept the sanitary sewers for public maintenance. This issue is still under discussion. The entrance to this development is positioned across the street from Prophet's Ridge Subdivision in between Isaiah Street and Elijah Street entrances. The decision needs to be made whether the entrance being in between those two existing entrances is okay for traffic flow or if it needs to be aligned with one of the entrances across the street. The Commission will have another time to comment as this development has another submittal phase and approval before it goes to the Area Plan Commission for rezoning.

## **06-17 Hollowood and Happy Hollow Speed Concerns**

Mr. Grenard presented his findings after conducting an analysis on the intersection of Hollowood Drive and Happy Hollow Road (SR 443). This analysis comes after Ms. Felice Bray initiated a petition that several residents in the Hollowood/Fernleaf/Sumac neighborhood signed in favor of a speed bump(s) be put in the neighborhood to slow cars down. Mr. Grenard discussed two options to help make the intersection safer and less confusing.

The first option is to paint lines indicating where the lanes are on the street and mainly addresses the confusion, but does not address the speed concerns. There is also the option of adding a yield sign for those coming out of the neighborhood so that there is not a conflict for two cars coming out. The second option is more costly and reconfigures the intersection to address both the confusion and the speed concerns. There are no speed limit signs posted on the streets and therefore the speed limit is 30 mph throughout the area. Traffic counts were done in April 2006 and from the traffic counts, Mr. Grenard said he approximated the 85<sup>th</sup> percentile speed to be 26 mph entering and 21 mph exiting, however Mr. Grenard also said that the engineering department will do a more accurate speed study to get a better idea of what the 85<sup>th</sup> percentile speed is going onto and off of Hollowood from Happy Hollow Road.

Ms. Eubank suggested a yield sign be put as people enter from northbound Happy Hollow because people are speeding as they enter from southbound Happy Hollow and there are conflicts. Mr. Goldman suggested a speed bump be installed at the entrance coming off southbound Happy Hollow. Mr. Downey suggested LTAP be asked if they could get involved for funding. Mr. Buck said that the engineering department will look at the situation further and report back next meeting.

## **OLD BUSINESS:**

## **06-11 Indian Trail Speed Concerns**

The engineering department did speed counts the first week of September 2006 and found the 85<sup>th</sup> percentile speed to be 34 mph maximum at any one location along Indian Trail. Ms. Villwock who conducted the speed counts said that they may be slower due to construction that the city was doing along Indian Trail at that time. Mr. Buck stated that his concern with engineering a solution is that the city would be doing something so permanent to regulate a small percentage of drivers. He said that at some point we just have to rely on police enforcement.

Deputy Chief Walker reported the tickets that have been issued by one officer since August 2006. Ms. Ehresman asked if there was one particular age group that was ticketed for speeding. Deputy Chief Walker said all age groups were speeding and got ticketed for it. He also reported that the highest speed ticketed was a 33 year old person going 39 mph.

**NEXT MEETING: 5:00 pm, Wednesday, November 15, 2006.**

Respectfully Submitted,



David M. Buck, P.E.  
City Engineer

DMB/ec